

Working Group Meeting #5

Location: Cape Henlopen Senior Center

Monday, June 28, 2004

5:30 – 8:30 PM

Agenda

5:45 PM	Welcome/Announcements
6:00 PM	Weekend Peak Traffic Operations
6:20 PM	Feedback from Public Workshop
7:00 PM	Discussion of Alternatives to be Carried Forward for Detailed Study
7:50 PM	Overview of Detailed Studies
8:30 PM	Adjourn

Welcome/Announcements

Future Meeting Dates

Working Group Meeting #6

Thursday, September 23rd

5:30 PM – 8:30 PM

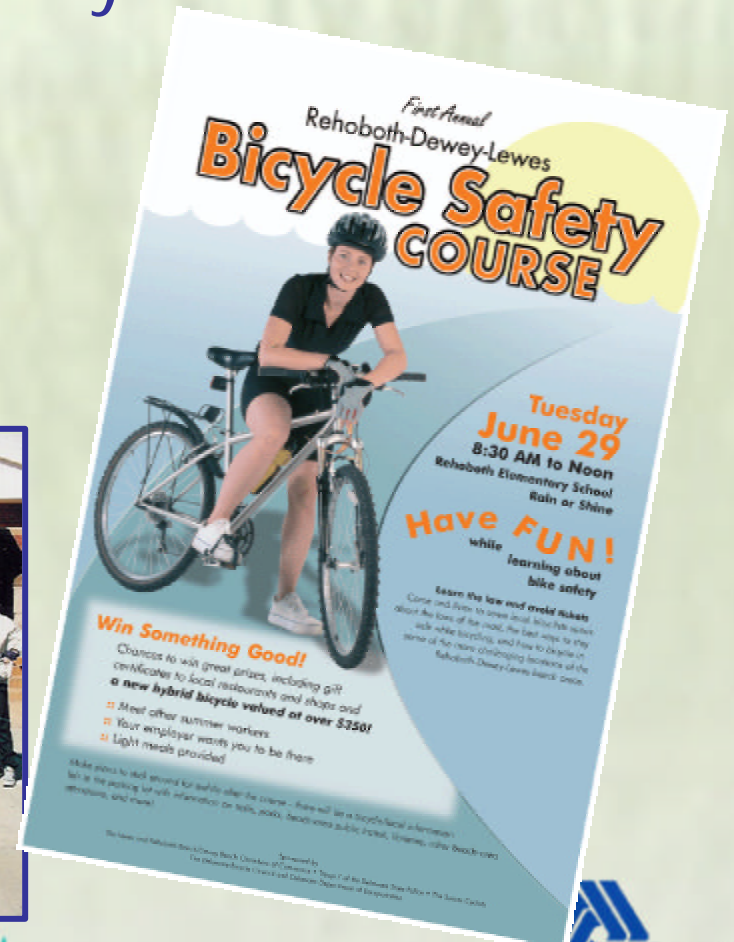
Cape Henlopen Senior Center



Bicycle Safety Training Course

Tuesday, June 29 - 8:30 AM to Noon

Rehoboth Elementary School



Weekend Peak Traffic Operations

Feedback from the Public Workshop



May 24, 2004

Rehoboth Beach Convention Center



Public Workshop Summary

- 135 total attendees
 - 11 Working Group members
- 137 comment forms submitted
 - 39 large comment forms
 - 98 small comment forms
 - 83 total respondents




Alternative 1

Comments:

Name: _____

Organization: _____



Rehoboth Beach Entrance Improvements
Public Workshop
Monday, May 24, 2010
4:00 PM to 7:00 PM
Rehoboth Beach Convention Center

Comments

1. Which alternative(s) do you like and why? (Please be as specific as possible.)

2. Which alternative(s) do you dislike and why? (Please be as specific as possible.)

3. What additional ideas not presented tonight should be considered? (Please be as specific as possible.)

4. Which of the 3 options for the Route 1 and Route 1A intersection do you prefer?

Option "A" – At-grade with 1 roundabout lane
Option "B" – Grade-separated – Northbound Route 1, lanes over road
Option "C" – Grade-separated – Southbound Route 1A left turn lane

NOTES: This questionnaire continues on the reverse side of this page. Thank you for your input.

Comments continued...

5. Which option for Rehoboth Avenue (Route 1A) do you prefer and why (Alternative 7)?

☐ 3 Lanes (Existing Conditions)
☐ 4 Lanes (Adding with impact)
☐ 5 Lanes (Adding with impact)

6. Do you prefer multiple access points to and from Route 1 and Rehoboth Beach and why?

7. Do you agree that commercial development northeast of Route 1 and 1A (West Rehoboth, The Glade, Seashore, etc.) should have access into Rehoboth Beach without having to travel on Route 1 and why?

8. What do you believe should be done to address pedestrian access and safety along Route 1?

☐ Overpass
☐ Underpass
☐ At-Grade Crossing with a Traffic Light
☐ Combination of Above
☐ Prohibit Crossing Route 1
☐ Other

Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DelDOT. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contribution to this important transportation project.

☐ Please add my/our name(s) to the Project Mailing List.
☐ Please delete my/our name from the Project Mailing List.

Optional: Please provide your information:

Name: _____
Organization: _____
Address: _____

Summary of Public Workshop #2 Comments

Do you prefer multiple access points to and from Route 1 and Rehoboth Beach?*

Yes	No
24	1

***135 Workshop attendees and 39 respondents**

Summary of Public Workshop #2 Comments

Do you agree that communities northeast of Route 1 and SR 1A should have access into Rehoboth Beach without having to travel on Route 1?*

Yes	No
27	2

***135 Workshop attendees and 39 respondents**

Summary of Public Workshop #2 Comments

Which Alternative do you like/dislike?
(Combination of Large and Small Comment Forms)

Comments*	Alternative					
	1	2	3	4	5	6
Like	5	1	5	7	35	6
Dislike	4	7	11	7	6	2

* 135 Workshop attendees and 83 respondents

Alternative 1

Positive Feedback (5 comments)

- Minimal impacts to environment, aesthetics and businesses

Negative Feedback (4 comments)

- Encourages excess traffic from Rehoboth Beach to use the road through Canal Point (Fletcher Farm) to Holland Glade Road as a default exit
- Increases traffic on Holland Glade Road, negatively affecting Sandalwood and Glade residents

Other Comments

- Install a traffic light on SR 1A at Church Street
- Make the connection through Canal Point one-way inbound
- Improve/widen Holland Glade Road for bicyclists to access the Junction and Breakwater Trail

Working Group Consensus (Pre-Workshop)

- Consider further as a short-term improvement only

Alternative 2

Positive Feedback (1 comment)

- Does not impact Lynch well field

Negative Feedback (7 comments)

- Going through West Rehoboth would not be good for the community
- Widening Hebron Road will negatively impact property owners, especially near the service road
- One-way roads will only make many trips longer
- Ending the service road at the Self Storage does not make sense
- Holland Glade Road will become a default exit from Rehoboth Beach on summer days
- Too limited and restricted

Working Group Consensus (Pre-Workshop)

- Do NOT recommend for further study

Alternative 3

Positive Feedback (5 comments)

- Provides two real exits from Rehoboth Beach; practical solution to getting traffic out of town
- Not too many new roads

Negative Feedback (11 comments)

- Going through West Rehoboth would not be good for the community
- Impact on West Rehoboth would be devastating
- Three lanes is too many in a residential community
- Widening Hebron Road will negatively impact property owners, especially near the service road
- Holland Glade Road will become a default exit from Rehoboth Beach on summer days
- Ending the service Road at the Self Storage does not make sense
- Difficult for southbound traffic to access service road and Hebron Road
- Too limited and restrictive

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Alternative 4

Positive Feedback (7 comments)

- Provides more access to Rehoboth Beach
- Less impact on West Rehoboth and Hebron Road
- Discourages use of road through Canal Point to Holland Glade Road as an exit from Rehoboth Beach
- Provides better access to the service road (compared to Alt 2 and 3)

Negative Feedback (7 comments)

- Does not provide enough options for residents
- Too much access and paving over residential areas
- Impacts West Rehoboth
- Impacts businesses in favor of other developments
- Impacts Marsh property (eligible for National Register of Historic Properties)

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Alternative 5

Positive Feedback (35 comments)

- Gives all communities good access to Route 1 and Rehoboth Beach
- Provides multiple ways to get around for improved traffic flow
- Best alternative for local traffic
- Discourages use of road through Canal Point to Holland Glade Road as an exit from Rehoboth Beach

Negative Feedback (6 comments)

- Impacts Lynch well field
- Too much access and paving over residential areas
- Building more roads will promote more development
- Impacts West Rehoboth
- Impacts Marsh property (eligible for National Register of Historic Properties); prefer through Suburban propane

Other Comments

- Do not grant approval to redevelop the Ames property before an alternative is selected
- Go through Suburban propane rather than opposite Atlantic Avenue
- Include another bridge across the Canal in this alternative

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Alternative 6

Positive Feedback (6 comments)

- Another bridge over the Canal would provide better access to Henlopen Acres, North Shores, and Cape Henlopen State Park
- Another bridge over the Canal would improve access in case of emergencies

Negative Feedback (2 comments)

- One-way roads will have negative impacts on businesses
- High cost of another bridge over the Canal
- Impacts Marsh property (eligible for National Register of Historic Properties)
- Does not do enough to prevent the connector through Canal Point to Holland Glade from becoming an exit from Rehoboth Beach

Working Group Consensus (Pre-Workshop)

- Do NOT recommend for further study

Summary of Public Workshop #2 Comments

Which Option for Rehoboth Avenue (Route 1A) do you prefer?*

3 lanes	4 lanes	5 lanes
17	4	3

*** 135 Workshop attendees and 39 respondents**

Alternative 7

THREE LANES

Positive Feedback

- Least damage to town and businesses
- Save the trees!
- Keep the second left-turn lane from Route 1 that has been needed for years

FOUR LANES

Positive Feedback

- Provides additional relief, but minimizes impacts to local businesses

Negative Feedback

- Impacts too many businesses and homes, especially during construction
- Widening pushes the bottleneck to the new roundabout

Alternative 7 (continued)

FIVE LANES

Positive Feedback

- We have to give up something - we can replant trees and streetscape the roadway like in downtown Rehoboth Beach
- Five lanes would provide a place for people to make their left-turns

Negative Feedback

- Impacts too many businesses and homes, especially during construction
- Widening pushes the bottleneck to the new roundabout

Working Group Consensus (Pre-Workshop)

- Widening SR 1A to four or five lanes is NOT recommended due to property impacts and impacts to the sycamore trees

Summary of Public Workshop #2 Comments

Which Option at the Route 1 and Route 1A intersection do you prefer?*

Option A (At-grade)	Option B (NB overpass)	Option C (SB Left-Turn Overpass)
12	13	7

***135 Workshop attendees and 39 respondents**

Route 1 at SR 1A Intersection – Option A

At-grade – Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A

Feedback

- Overpasses are out of character for the area
- Impacts businesses
- Overpasses will ruin the charm of a small town
- With US 113 improvements, Route 1 should handle less traffic

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Route 1 at SR 1A Intersection – Option B

Grade-separated – Northbound Route 1 lanes
over southbound left-turn lanes

Feedback

- Less complicated and smoother traffic flow
- Keeps traffic moving out of Dewey Beach
- Lessens impacts to businesses on the east side of the roadway (as compared to Option C)
- Need fewer traffic lights on Route 1

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Route 1 at SR 1A Intersection – Option C

Grade-separated – Southbound SR 1A left-turn lane over northbound Route 1 lanes

Feedback

- Prefer no light at service road

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Summary of Public Workshop #2 Comments

Comments on Independent Options

Comments*	Independent Options						
	AA	BB	CC	DD	EE	FF	GG
Positive Comments	1	0	1	8	1	N/A	3
Negative Comments	0	2	2	0	0	N/A	6

***135 Workshop attendees and 83 respondents**

Independent Option AA

Improved connection from Route 1 to SR 1B

Feedback (1 comment)

- Good idea

Working Group Consensus (Pre-Workshop)

- Recommend for further study



Independent Option BB

New route to Route 1A along the south side of the Canal

Feedback (2 comments)

- Prefer as pedestrian/bicycle path only

Working Group Consensus (Pre-Workshop)

- Recommend for further study as bicycle/pedestrian trail only



Independent Option CC

New route to Rehoboth Beach along the north side of the Canal

Positive Feedback (1 comment)

- Provides an alternative route into Rehoboth Beach from communities along Bay Vista Road

Negative Feedback (2 comments)

- Prefer as pedestrian/bicycle path only

Working Group Consensus (Pre-Workshop)

- Recommend for further study as a bicycle/pedestrian trail only



Independent Option DD

Connection between Holland Glade Road at Canal Point (Futcher Farm) and K-Mart driveway through DNREC property

Positive Feedback (8 comments)

- If you don't select Alternative 5, build this road
- Provides access from Holland Glade Road to a signalized intersection

Working Group Consensus (Pre-Workshop)

- Recommend for further study

Independent Option EE

Connection between Rehoboth Outlets 2 and Sea Air Ave

Positive Feedback (1 comment)

- Strongly recommend

Working Group Consensus (Pre-Workshop)

- Recommend for further study



Summary of Public Workshop #2 Comments

Independent Option FF

What should be done to address pedestrian access and safety along Route 1?*

Overpass	Underpass	At-Grade	Prohibit Crossing	Other
10	7	10	8	1

***135 Workshop attendees and 39 respondents**

Independent Option FF

Pedestrian/bicycle overpass over Route 1 connecting Rehoboth Outlets 2 and 3

Feedback (26 comments)

- Build several overpasses between Dewey Beach and Lewes for pedestrians only
- Underpasses are more aesthetically pleasing
- Underpasses would be dangerous at night
- Prohibiting crossings won't work; many come on bus tours and can't drive
- Put up attractive iron fencing to keep pedestrians from crossing
- Increase street lighting
- Provide Outlet shuttles
- Prohibit bicycles on Route 1

Working Group Consensus (Pre-Workshop)

- Recommend for further study as an overpass, underpass, at-grade pedestrian crossing or prohibition of pedestrian crossings

Independent Option GG

Bay Vista Road intersection improvements (Prohibit left-turns from Bay Vista Rd)

Positive Feedback (3 comments)

- Sounds good

Negative Feedback (6 comments)

- Do not remove the traffic signal for Bay Vista Road – makes it more difficult for residents in favor of tourists
- Opposed by Eagles Landing Homeowners Association
- Removal of light will create much controversy because of increased development along Bay Vista Road
- Changes should be made only in conjunction with Route 1/Phillips Road intersection improvements

Working Group Consensus (Pre-Workshop)

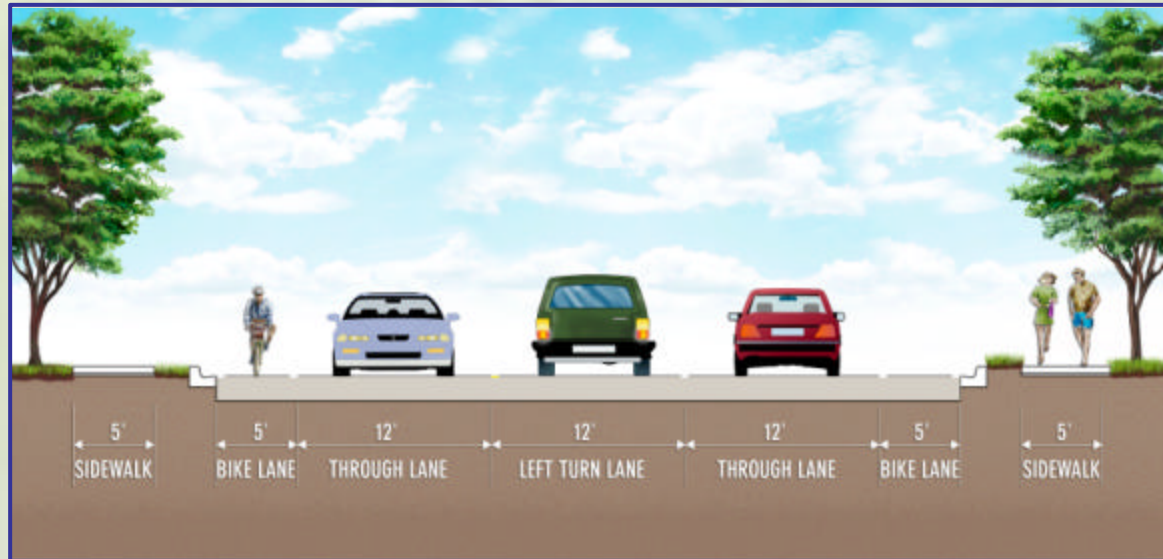
- Recommend for further study

Overview of Detailed Studies

- Refinement of Alternatives
- Traffic Studies
- Environmental Studies
- Cultural Resource Studies

Refinement of Alternatives

- Intersection details
 - Turn lanes
 - Traffic Control (stop signs, traffic signals, roundabouts)
 - Pavement markings
- Pedestrian/bicycle amenities
 - Sidewalks
 - Multi-use paths
 - Crosswalks
 - Pedestrian signals
- Typical sections
 - Number of lanes
 - Lane widths
 - Roadside features (ped/bike amenities)
- Photo Simulations (Before/After graphics)
- Order of Magnitude Cost Estimates



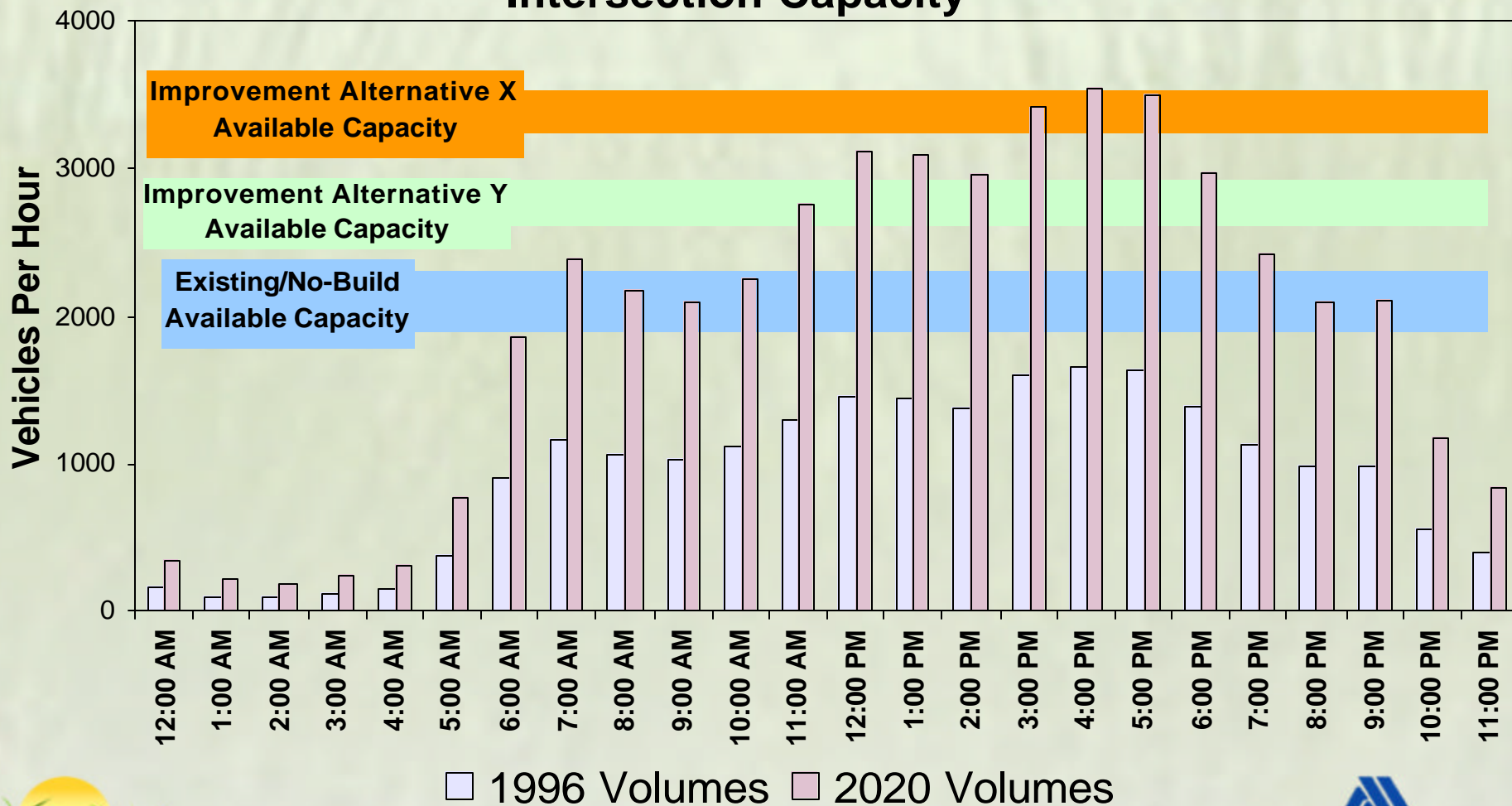
Sample Typical Section

Traffic Studies

- Data Collection (supplemental data collected in Summer 2003)
 - 24 hour volume counts (Route 1, SR 1A, SR 1B)
 - Peak hour turning movement counts (Rehoboth Ave roundabout, etc.)
- Estimate Future (2025) Daily and Hourly Traffic Volumes for Existing Conditions/No-Build and each Alternative
- Compare Alternatives based on Measures of Effectiveness (MOEs)
 - Level of Service (measure of motorists delay ranging from A, little or no delay to F, stop and go conditions)
 - Travel Times
 - Amount of time (days, hours) throughout the summer each Alternative will operate at acceptable levels of service

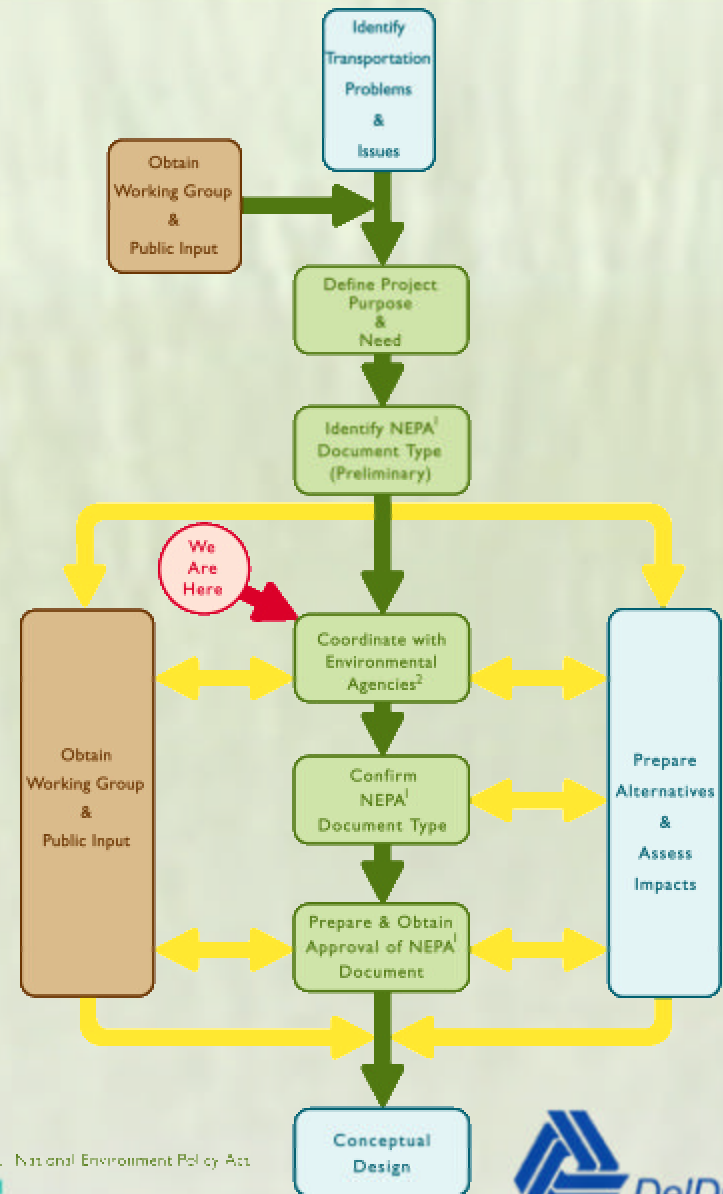
Traffic Studies

Route 40 @ Route 72 Intersection Capacity



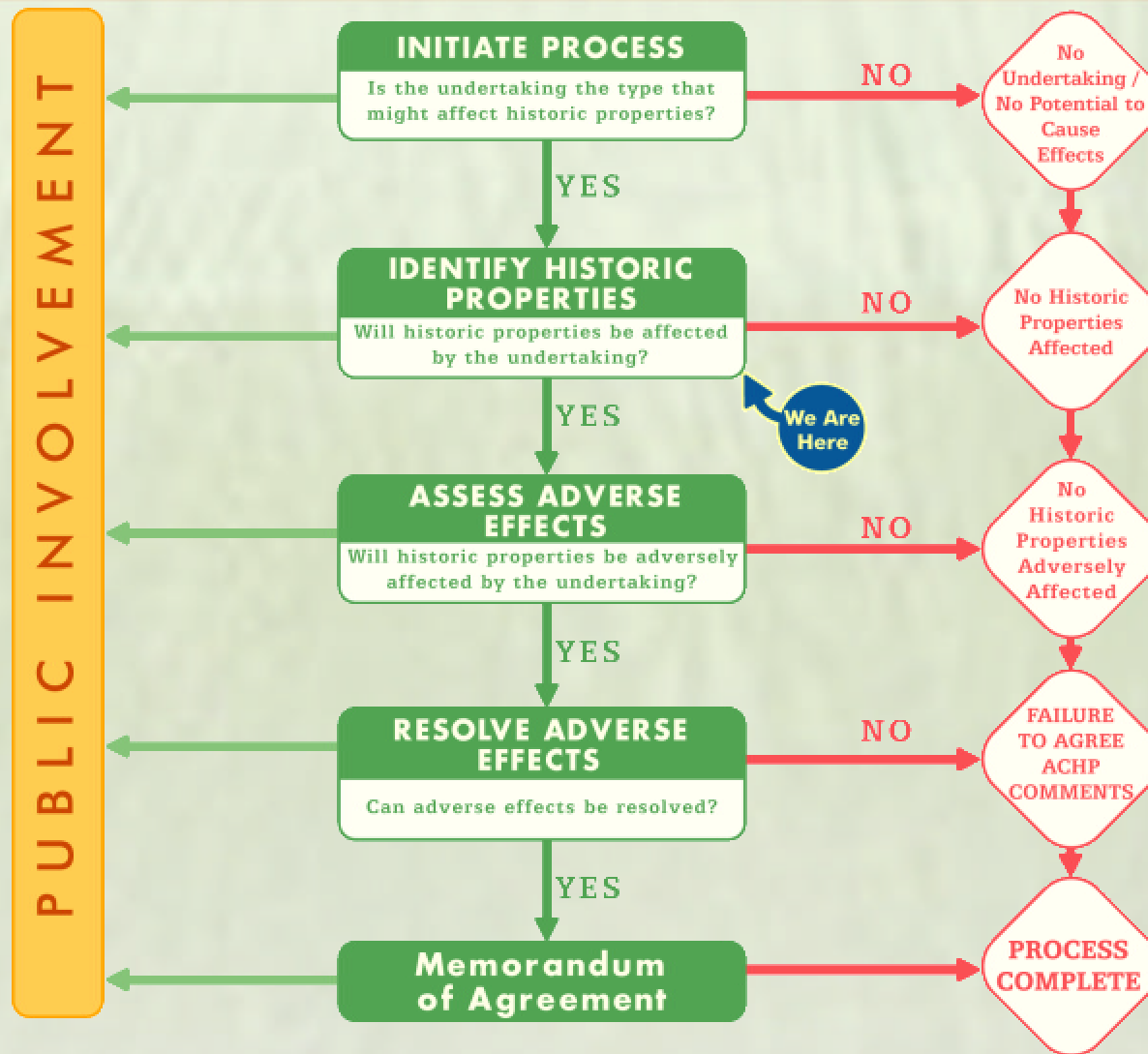
Environmental Studies

- Field meeting with resource agencies in July 2004 (tentative)
- Quantify impacts of each alternative on:
 - Wetlands
 - Surface waters
 - Floodplains
 - Section 4(f) Resources (publicly owned parks, recreation areas, and wildlife and waterfowl refuges, and significant historic sites)
 - Sensitive receptors for noise and air quality
 - Residences and businesses



¹ NEPA - National Environment Policy Act

Cultural¹ Resource Studies (Section 106 Process)



¹Historic (architectural and archaeological)

Future Meeting Dates

Working Group Meeting #6

Thursday, September 23rd

5:30 PM – 8:30 PM

Cape Henlopen Senior Center

